

2 February 1959

THRU : Chief, Economic Research, ORR  
Chief, Industrial Division, ORR  
Chief, Aircraft Branch, D/I

Transmittal of, "Gaps in Intelligence Information on the Aircraft Industry of Poland".

Forwarded herewith for your review is a "Gaps in Information Statement on the Aircraft Industry of Poland."

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GAPS IN INFORMATION

POLAND

AIRCRAFT INDUSTRY

BACKGROUND

1. Knowledge of the scope, actual performance, and progress of the aircraft industry of Poland is of considerable strategic and economic importance to the US. Determination of the amount of effort and money expended on the production of aircraft in Poland may serve as a good indicator of Polish and Soviet intentions both in military matters and in the area of free-world economic penetration.

2. The performance of the Polish aircraft industry, particularly in military production, is imperfectly known. The following summary of information on aircraft and engine categories are listed in order of importance. (1) Fighters. Series production of fighters currently is limited to the Lim-5 (Polish version of the Soviet Mig-17 FRESCO) at Mielec. There is little firm information on the rate of production, the cumulative number produced, or what production will succeed this aircraft. (2) Helicopters. A limited amount of [REDACTED] information suggests that considerably more SM-1 (Polish version of the Soviet MI-1 HARE) have been manufactured at Swidnik than have been observed in Poland and in Eastern Europe. 25X1B4d (3) Fighter-trainer. Polish press reports indicate that single-seat FAGOT fighter aircraft have been modified to 2-seat trainers. Probably only a few machines have been so modified, but evidence is lacking. (4) Small jet trainers. The TS-11 "Iskra", possibly the Polish entry in what appears to be a Bloc-wide design competition is being developed and could be in series production in 1960. The location and proposed scale of production is unknown. (5) Sports-type aircraft. Production of this type, at Okecie and Mielec, is quite low but is not known with precision. It is believed that ambulance aircraft produced at LODZ are merely overhauled PO-2 (Mule). (6) Large jet engines. Production, at Rzeszow, is believed to be adequate for Polish requirements, but is not known with precision. (7) Small jet engines. The engines for a small jet trainer possibly will be built in Poland but where, at what cost, and on what scale is unknown. (8) Small piston engines. Production is believed to be low but probably is adequate for Polish requirements. Production is thought to have been transferred from Psie Pole (Wroclaw) to Kalisz. (9) Transport aircraft. It is unlikely that large transport aircraft will be series-produced in Poland.

The above listing is subject to change. Recently CEMA spokesmen indicated that for some articles the present system of small-scale production would be replaced by large-scale production at a few large factories. If aircraft production is so concentrated, the Polish aircraft industry, now the second largest in Eastern Europe, probably would be deeply effected.

The amount of investments and the cost of production, both for individual plants and for the industry as a whole are known only approximately. A more precise knowledge of these figures would permit a more accurate estimate of production of national strength, and of trends in the industry.

3. Sources of Information: 25X1X1

a. Press Reports - [REDACTED] source of information on small civil trainers produced in Eastern Europe. [REDACTED]

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c. Attache sightings - Because of surveillance and the location of the aircraft factories, attache sightings have not been frequent enough to provide a close check of production.

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QUESTIONS

A. Production of Airframes and engines

1. Fighters

- a. What is the present production rate of the Lim-5 at Mielec?
- b. How many Lim-5 have been produced to date?
- c. Are there any indications that the Lim-5 is to be replaced in production?
- d. When was the first Lim-5 rolled out of the factory?
- e. Are Lim-5's exported? To where?

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2. Helicopter

- a. What is the present production rate of the SM-1 at Swidnik?
- b. How many SM-1 have been produced?
- c. Are the helicopters being exported in large numbers? To where?
- d. When is the aircraft to be replaced by a newer model?

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3. Fighter-trainer

- a. How many FAGOT have been modified to two-place trainers?
- b. At what factory is this modification made?
- c. Are any of the aircraft exported?

4. Small jet trainer

- a. Is the TS-11 "ISKRA" the Polish proposal in a Bloc-wide trainer competition?
- b. Where would the aircraft be built?
- c. When would the first series-produced aircraft be rolled out of the factory?
- d. What is the weight of the airframe?
- e. What is the planned peak rate of production?
- f. When is the Peak rate of production to be achieved?

5. Sports-type Aircraft

- a. What models are now in series production or are planned for series production within the next two years?

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- b. Where does series production of the different models take place?
  - c. What is the current production rate, the cumulative number produced, and the maximum monthly production?
  - d. Confirm that the ambulance aircraft produced at LODZ are overhauled old aircraft and not new production.

6. Large jet engines

- a. What is the current production rate at Rzeszow?
- b. What is the cumulative production at Rzeszow?
- c. Does Polish production fulfill Polish requirements? Are any engines exported?

7. Small jet engines

- a. Is a small jet engine to be built in Poland?
- b. When would the first engine be assembled?
- c. When would series production start? Where?
- d. What would be the peak monthly production and when would it be reached?

8. Small Piston Engines

- a. Please confirm that production of piston engines has been transferred from Psie Pole (Wroclaw) to Kalisz.
- b. What is the current and cumulative production of these engines?
- c. Is Polish production adequate for Polish requirements?

9. Transports

Report indications of series production.

B. Production Facilities

- 1. Have the factory facilities for production of aircraft been changed recently?
- 2. Has there been significant new construction?

C. Industry Finances

What are the investment and cost figures for:

- 1. The individual factories.
- 2. The industry as a whole.

D. Cost of Aircraft

- 1. Cost or selling price of aircraft.
- 2. Cumulative unit on which this price is based.
- 3. Slope of cost or selling curve.
- 4. Cost breakdown as follows:

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- a. Airframe
- b. Engine
- c. Propellers
- d. Electronics
- e. Accessories
- f. Armament or furnishing
- g. Miscellaneous

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